

GMP Dashboard

Table M-1	APR 2023	MAY 2023	2022-23 YTD	Var. from Last YTD
Western Canadian GHTS Performance (Days)				
Total Time in System	42.2	45.8	40.7	-35.0%
Average Days In Store – Country	23.1	26.4	24.7	-37.9%
Loaded Transit Time	5.8	5.8	5.8	-18.5%
Average Days In Store – Terminal	13.2	14.0	10.2	-35.4%
Total Traffic ('000 tonnes)				
Primary Elevator Shipments	3,944.1	2,972.9	43,030.2	47.4%
Railway Shipments (all Western Canada traffic)	4,749.4	3,233.8	47,958.8	54.6%
Western Port Terminal Shipments	3,289.9	3,150.1	34,656.1	66.6%
Railway Performance				
Avg. Loads on Wheels (Cars)	9,635	5,731	9,296	26.8%
Total Western Port Car Cycle (days)	13.7	14.3	13.8	-20.8%
Port Performance				
Western Port Unloads (Number of Cars)	34,634	28,378	358,854	64.5%
Vessel Time in Port (days)	9.9	7.4	10.2	4.5%

Periodic revisions and corrections to the data received by the Monitor may result in the restatement of previously calculated measurement values. As such, the values presented here should be considered to supersede those found in previous reports.

Overview

Western Canadian railway grain shipments decreased by 31.9% in May 2023, to 3.2 MMT from 4.7 MMT in April. Although this marked a second consecutive decline in monthly volumes, current-year shipments remained elevated, with year-to-date tonnage rising to 48.0 MMT, 54.6% more than in the same ten-month period a year earlier. Port shipments for May totaled 3.2 MMT, a 4.2% decrease from April. Year-to-date, at 34.7 MMT, they are 66.6% more than those in the previous crop year. Accompanying the month-over-month decline in shipments was a decrease in the average amount of time vessels spent in port, which fell to 7.4 days in May from 9.9 in April.

Highlights for May 2023

Traffic and Movement (page 2)

- Primary-elevator shipments were 43.0 MMT in the first ten months of the 2022-23 crop year, 47.4% more than last year.
- Total Western Canadian rail shipments to all destinations (from all primary/process elevators and producer-car sites) in the first ten months of the 2022-23 crop year totaled 48.0 MMT, up 54.6% from the same period a year earlier.
- Bulk grain shipments from Western Canadian ports totaled 34.7 MMT in the first ten months of the crop year, up 66.6% from the same period last year.

System Efficiency and Performance (page 4)

- The year-to-date average weekly primary-elevator stocks decreased by 5.8% while the average days-in-store fell by 37.9%.
- Average weekly port-terminal stocks increased 6.3% from the same period last year, while average days-in-store fell by 35.4% on a year-over-year basis.
- The preliminary average car cycle for hopper-car movements to Western Canadian ports increased by 4.4%, to 14.3 days in May from 13.7 days in April. However, comparatively higher velocities helped reduce the YTD average to 13.8 days, 20.8% below the 17.4 days posted a year earlier. The YTD average for movements into Eastern Canada also decreased, falling by 20.0% to 23.9 days, while the YTD average for movements into the US fell by a lesser 7.4%, to 25.7 days.
- The year-to-date average for vessel time in port is 10.2 days, 4.5% more than that observed in the previous crop year.
- Port-terminal out-of-car time increased to 15.2% at Vancouver in May, from 8.4% in April. Prince Rupert saw a decline to 0.0% in May, from 13.1% in April. Thunder Bay's out-of-car time grew to 8.9% from 6.2% the previous month.

Production and Supply

Statistics Canada's November-survey estimate for 2022 field-crop production in Western Canada stands at 73.8 MMT, a 50.6% increase from 2021's 49.0 MMT harvest. This dramatic increase reflects a solid rebound from the prairie-wide drought that severely reduced production the previous growing season. This estimate represents a 1.4 MMT reduction from the previous model-based estimate recorded at the end of August.

When coupled with July's 3.85 MMT of carry-forward stocks, some 48.9% less than in 2021, the overall grain supply is estimated at 77.7 MMT. This stands 37.3% above the 2021-22 crop year's 56.6-MMT level, marking the return of an abundant grain supply to meet domestic and export demands.

Table M-2	2022	2021	Var. from Last Yr.
Production & Carry Forward (000's tonnes)			
Western Canada Total Production	73,807.4	49,016.9	50.6%
Western Canada On-Farm & Primary-Elevator Carry Forward Stock	3,851.8	7,542.1	-48.9%
Total Grain Supply	77,659.2	56,559.0	37.3%

Traffic and Movement

May producer deliveries decreased to an average of just over 0.45 MMT per week as producers were busy seeding and shipping demand weakened. Average weekly primary-elevator stock levels fell to 2.3 MMT from 3.4 MMT in April, with good space in the elevator system throughout the month.

Table M-3	MAY 2023	2022-23 YTD	Var. from Last YTD
Primary Elevator Shipments (000's tonnes)			
Manitoba	597.2	6,934.8	19.3%
Saskatchewan	1,372.6	22,093.6	65.6%
Alberta	981.9	13,731.1	40.0%
British Columbia	21.2	270.7	13.8%
Total	2,972.9	43,030.2	47.4%

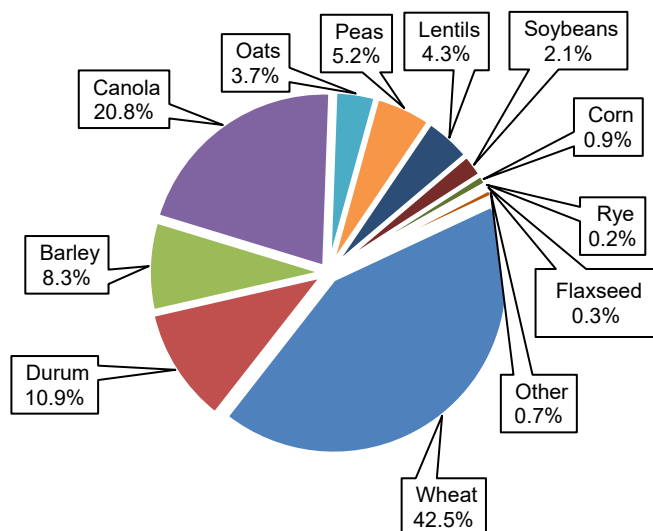
Western Canada Railway Traffic (000's tonnes)			
Shipments to Western Ports	2,357.2	37,923.9	65.9%
Shipments to Eastern Canada	129.2	2,165.1	13.4%
Shipments to US & Mexico	642.3	6,987.1	228.2%
Shipments Western Domestic	105.1	882.6	10.2%
Total	3,233.8	47,958.8	54.6%

Western Port Unloads (Number of Cars)			
Vancouver	18,922	256,345	75.0%
Prince Rupert	2,974	43,090	95.7%
Churchill	0.0	0.0	n/a
Thunder Bay	6,482	59,419	19.8%
Total	28,378	358,854	64.5%

Terminal Elevator Shipments (000's tonnes)			
Vancouver	1,899.8	24,717.4	77.8%
Prince Rupert	347.6	4,133.2	106.2%
Churchill	0.0	0.0	n/a
Thunder Bay	902.7	5,805.4	18.7%
Total	3,150.1	34,656.0	66.6%



Primary Elevator Shipments by Commodity

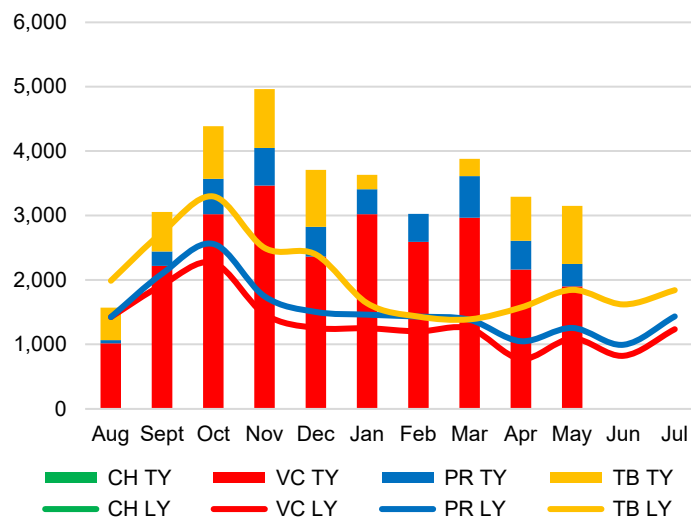


Total YTD = 43.0 MMT

GMP Data Table 2A-1

Grain shipments from primary elevators grew in the first ten months of the crop year, registering 47.4% greater than in the same period the previous year. Wheat, including durum, and canola continue to constitute the largest proportion of the movement at 74.2%. Movement of peas and lentils contributed 9.6% of the total.

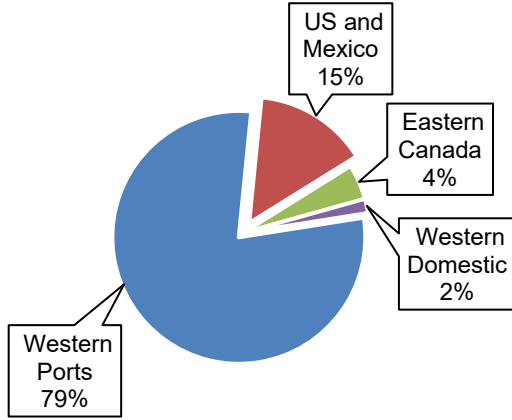
Terminal Elevator Shipments (000's tonnes)



GMP Data Table 2C-1

Bulk grain shipments from western ports have made a solid rebound in the first ten months of the 2022-23 crop year. They now stand 66.6% higher on a year-over-year basis. Crop year to date, Vancouver is up 77.8%, while Prince Rupert surged to a 106.2% gain. Thunder Bay shipments recorded a more modest year-over-year increase of 18.7%.

Western Canadian Grain Destinations

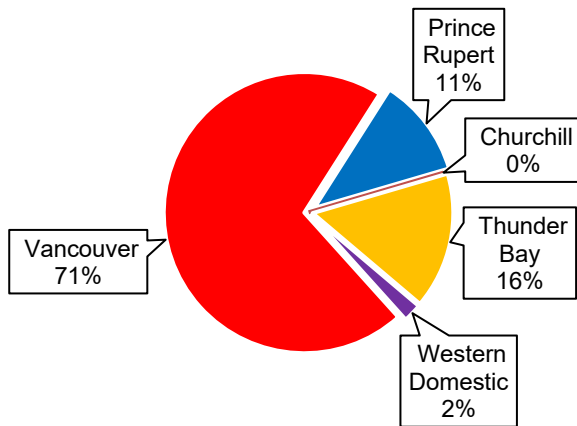


Total YTD = 48.0 MMT

GMP Data Tables 2B-1, 2B-8 & 2B-15

Railway grain shipments from Western Canada totaled almost 48.0 MMT in the first ten months of the 2022-23 crop year, a 54.6% increase from the 31.0 MMT handled a year earlier. The majority, about 37.9 MMT, was directed to Western Canadian ports in support of export sales. This represented a 65.9% increase over what had been shipped in the same period the previous year and was supplemented by a 10.2% gain in Western Domestic traffic. A 13.4% increase was noted on movements into Eastern Canada with shipments to the US and Mexico rising by 28.2%.

Western Canadian Destined Hopper Car Traffic



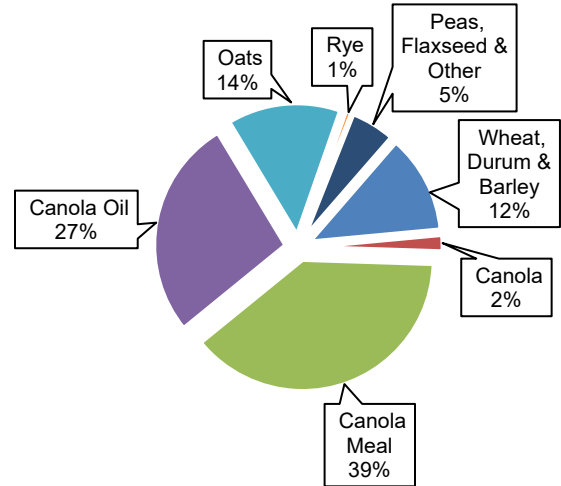
Total YTD - 38.1 MMT

GMP Data Tables 2B-3 to 2B-7

Over 95% of the tonnage directed to destinations within Western Canada moves in covered hopper cars. In the first ten months of the 2022-23 crop year this amounted to 38.1 MMT, up 66.3% from the previous year. Seventy-one percent of these hopper cars were destined to Vancouver, which remains the port of choice for

exporting grain, given its access to Asia-Pacific markets and concentration of export terminal facilities. Hopper-car shipments through Vancouver during this period rose by 80.3%. The west-coast increase was broadened by a 92.4% gain in Prince Rupert volumes as well as an 11.6% increase in Western Domestic traffic. Shipments to Thunder Bay rose by a lesser 20.4%, while the port of Churchill reported no export grain shipments at all.

US Destined Grain by Commodity

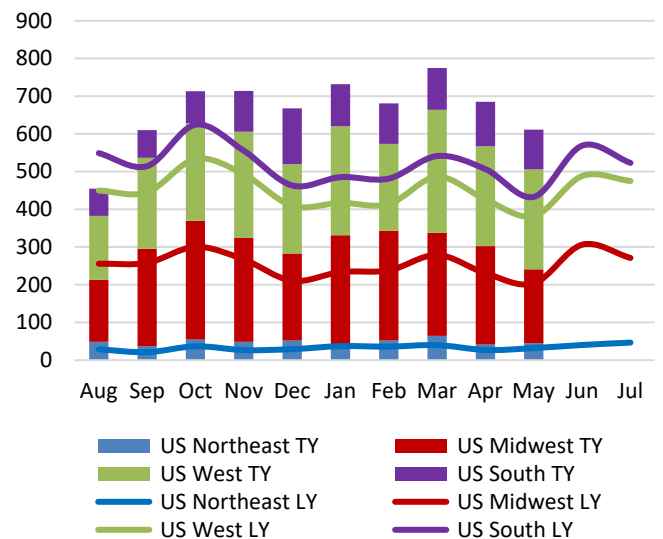


Total YTD - 6.6 MMT

GMP Data Table 2B-18

Total railway shipments into the US reached over 6.6 MMT in the first ten months of the 2022-23 crop year, up 28.9% from the tonnage moved in the same period a year earlier. Over 75% of these shipments were directed into the US Midwest and West, with canola and canola products being dominant.

US Destined Grain by Destination Territory (000's tonnes)



GMP Data Table 2B-18



System Efficiency and Performance

Primary elevator stocks decreased in May, averaging 2.3 MMT as producer deliveries declined with seeding being the focus for on the farm. Overall space in the country system was good. Country stocks utilized just 43% of the working capacity of the network. By province, stocks ranged from 37% and 44% in Saskatchewan and Manitoba respectively, to 50% of working capacity in Alberta and 75% in British Columbia.

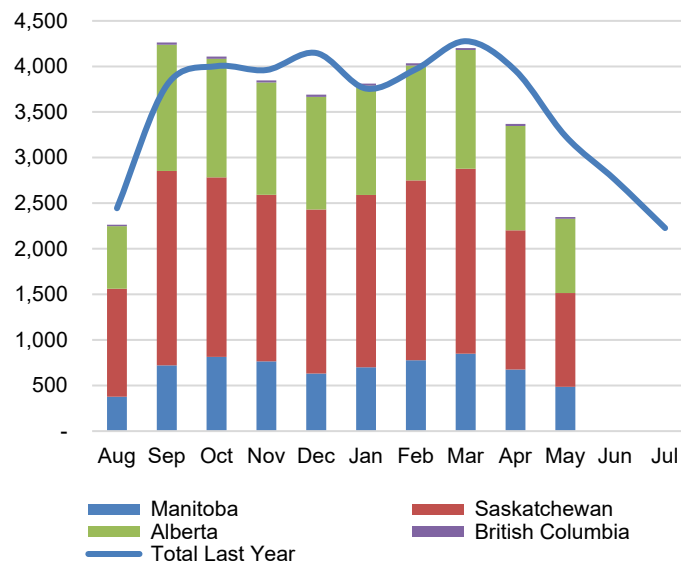
The average days-in-store in the primary-elevator system for the first ten months of the crop year declined from the same period last year, falling 37.9% to 24.7 days.

Table M-4	MAY 2023	2022-23 YTD	Var. from Last YTD
Primary Elevator			
Average Weekly Stocks (000's tonnes)	2,347.9	3,550.9	-5.8%
Average Days in Store	26.4	24.7	-37.9%
Railway Operations (days)			
Cycle Time to Western Ports	14.3	13.8	-20.8%
Cycle Time to Eastern Canada	23.5	23.9	-20.0%
Cycle Time to US	21.3	25.7	-7.4%
Loaded Transit to Western Ports	5.4	5.8	-17.3%
Loaded Transit to Eastern Canada	11.2	10.7	-21.4%
Loaded Transit to US	8.8	10.3	-12.4%
Rail Fleet in Grain Service	14,034	18,044	24.2%
Western Canada Terminal Elevator			
Average Weekly Stocks (000's tonnes)	1,273.9	1,208.3	6.3%
Average Days in Store	14.0	10.2	-35.4%
Port Unloads (hopper cars)	28,378	358,854	64.5%
Terminal Out-of-Car Time	12.6%	12.8%	-24.3%
Western Canada Port Operations			
Average Vessel Time in Port (days)	7.4	10.2	4.5%

Car order and order fulfillment data is not complete from both railways and will not be reported until further notice.



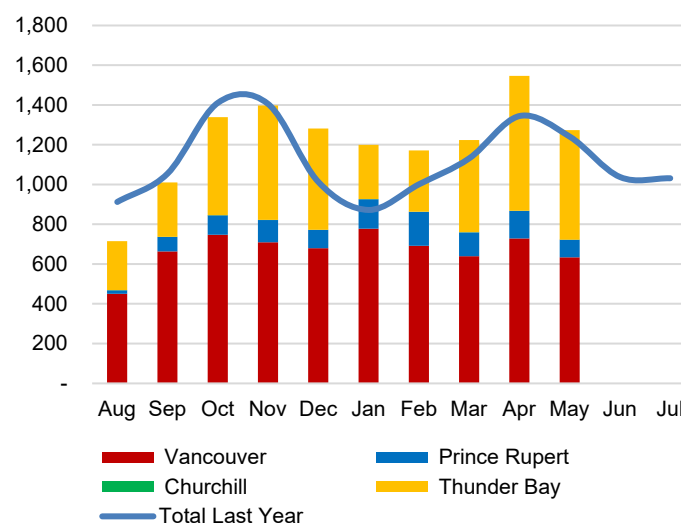
Average Weekly Primary Elevator Stocks (000's tonnes)



GMP Data Table 5A-2

Primary elevator stocks ended the last crop year averaging 2.2 MMT in store. They peaked at an average of 4.3 MMT in September and again at 4.2 MMT in March before retreating to 2.3 MMT in May. Wheat, including durum, and canola, comprise 61% of the total stock. At 24% of the stock, barley, oats and peas made up much of the balance.

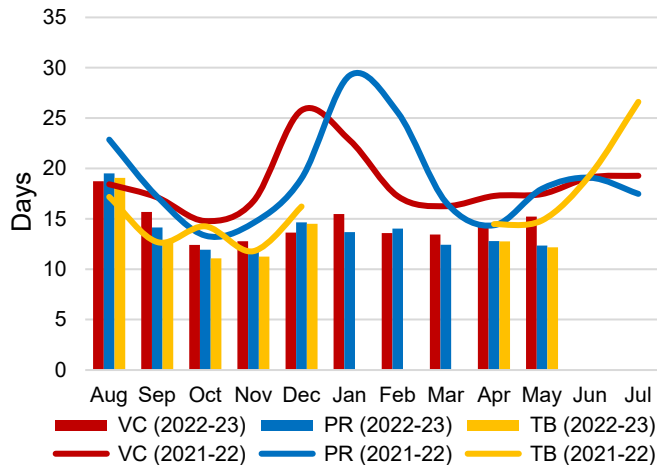
Average Weekly Terminal Elevator Stocks (000's tonnes)



GMP Data Table 5C-2

Overall terminal elevator stocks averaged 1.3 MMT in May, a considerable decrease from the previous month as shipping demand eased. Stocks declined at all three western ports. Wheat, including durum, and canola, comprise just under 75% of the total stock. In May, western ports utilized just 66% of their overall working capacity.

Railway Cycle Times to Western Ports (days)

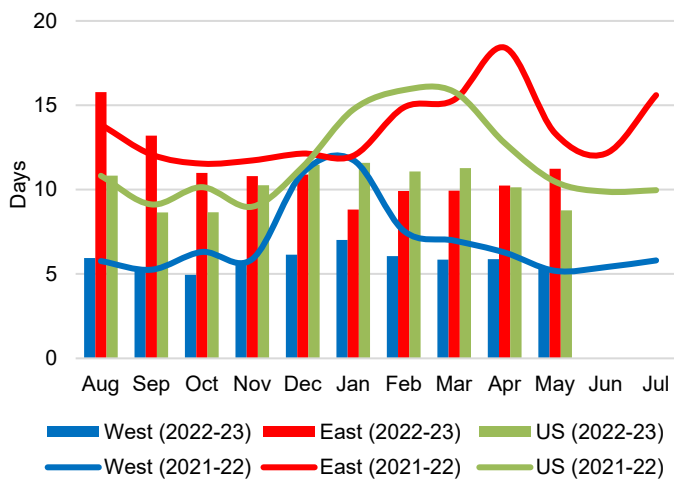


GMP Data Table 5B-1

Railway car cycles to Western Canadian ports averaged 13.8 days in the first ten months of the 2022-23 crop year, down 20.8% from the 17.5-day average reported a year earlier. This was largely the result of decreases in the Vancouver and Prince Rupert corridors, with car-cycle averages falling by 21.8% and 28.7% respectively. The Thunder Bay average fell by a somewhat lesser 14.4%.

Similarly, the car cycle into Eastern Canada also fell, by 20.0%, to an average of 23.9 days from 29.9 days a year earlier. A lesser 7.4% decrease was noted in the cycle for US movements, which fell to an average of 25.7 days from 27.8 days the previous year.

Average Loaded Transit Times (days)

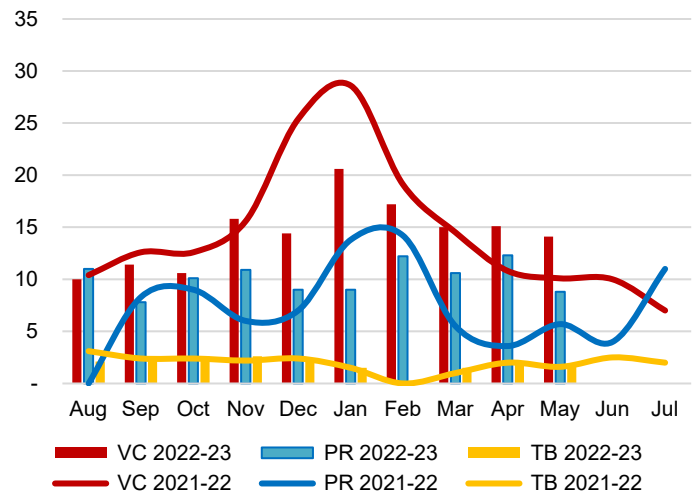


GMP Data Tables 5B-4, 5B-8, 5B-12

Loaded transit time for traffic destined to Western Canadian ports averaged 5.8 days in the first ten months of the 2022-23 crop year, down 17.3% from the 7.0-day average posted a year earlier. This was primarily driven by a 17.1% decrease in the Vancouver-corridor average but supported by significant decreases in the Prince Rupert and Thunder Bay corridors as well, which fell by 28.3% and 16.8% respectively. The average into Eastern

Canada fell by 21.4%, to 10.7 days from 13.6 days a year earlier. The average on US-bound traffic fell by 12.4%, to 10.3 days from 11.8 days.

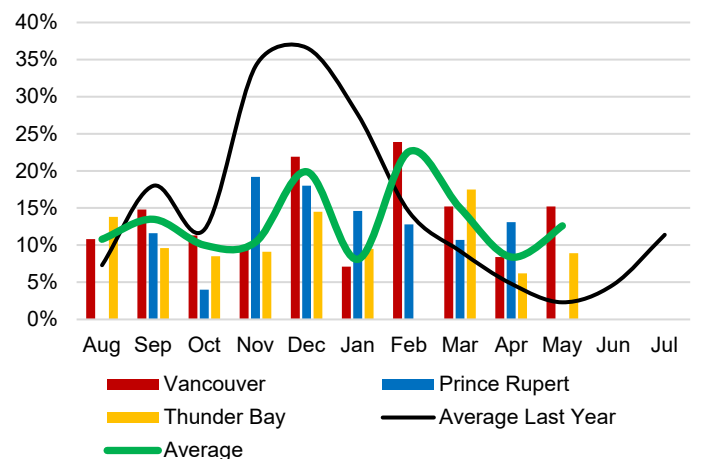
Average Days in Port per Vessel



GMP Data Table 5D-1

In May, the overall-average time vessels were in port waiting and loading grain was 7.4 days, 30.9% more than was the case in May 2022. The month-over-month average fell at both Vancouver and Prince Rupert from that seen in April. In May, the average days in port stood at 14.1 for Vancouver and 8.8 for Prince Rupert. The Thunder Bay average held constant at 1.8 days in port.

Port Terminal Out-of-Car Time (% of total operating hours)



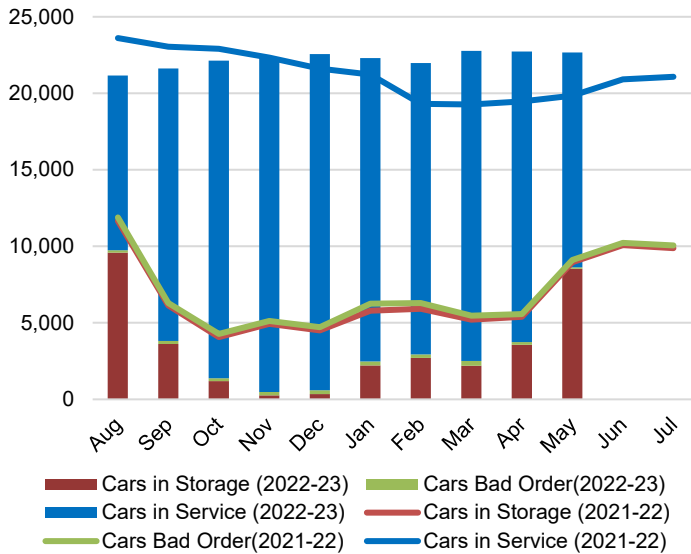
GMP Data Table 5C-5

The port terminal out-of-car time measure represents the total number of hours terminal elevator facilities are open and staffed (including overtime hours) and the corresponding number of hours that terminals have no rail cars available to unload. The measure is expressed as a percentage (hours without cars to the total number of hours working).

The aggregate measure for all ports climbed to 12.6% in May, up from 8.4% in April. Terminal out-of-car time increased to 15.2% at Vancouver and to 8.9% at Thunder Bay. Prince Rupert out-of-

car time was 0.0% in May as a smaller export program moved through the port.

Railway Grain Fleet Size and Utilization

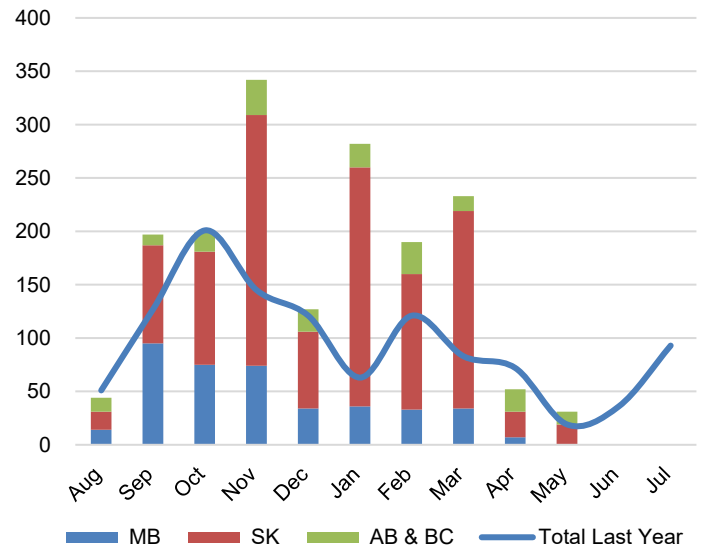


GMP Data Table 3B-2

During times of heavy demand, nearly the entire hopper-car fleet is placed into service. It is normal practice for railways to move cars into storage as traffic volumes decrease in the latter months of the crop year. This was the case in the 2021-22 crop year as the weekly number of cars in service declined to a low of 10,693 in June 2022, with roughly half the fleet then having been placed in storage. A modest increase in the serviceable-car count is seen by August 2022, rising to 11,413 followed by a jump to 21,968 in December. By May, the cars in service retreated again to an average of 14,034. In May, just 62% of the overall fleet was in service to address the shipping demands for western grain, with a sizable number of cars being reported in either storage or bad order status.

Producer Cars

Producer Cars Scheduled by Province



GMP Data Table 6B-2

Producer car shipments scheduled for May 2023 were 63.2% more than those in May a year earlier. The previous crop year saw oats shipments comprising 54% of overall producer cars scheduled, while the first ten months of the 2022-23 crop year registered oats losing ground, at only 45% of the overall producer-car number. Wheat and durum constitute a lesser 37% of the year-to-date total.



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This report provides a summary of the data developed under the Grain Monitoring Program. Detailed monthly Data Tables can be found in Excel and in an open data format (GMODS) on Quorum's website at: www.grainmonitor.ca

Quorum welcomes questions and comments on the reports and data. Please contact us by either phone or email

